



## SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Welcome to the environmental hearing for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement (EIS). Please use this form to share your comments on the content provided in the Supplemental Draft EIS document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

**Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.**

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Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Please keep the function of the Montlake Flyer Freeway station!!!

The Montlake Flyer Freeway station has effectively served transit users for 30 years. Why should transit users lose the function of this station?

The right of way that serves transit users today is being given to autos. That's not right.

The Montlake Flyer station serves many functions, including transfers for service from the Central District and Capitol Hill to the Eastside, transfers to Wallingford and Laurelhurst and Wedgwood etc.

There is no benefit to riders coming from the south of 520 - who today can access frequent service at the Montlake Flyer station - to having to transfer to the less frequent and less reliable service to/from the UW.

This Montlake Flyer function is particularly important during off-peak periods - evenings and weekends - when it will simply not be economical to run frequent buses to the UW. A bus running at the Montlake Flyer station every 15-30 minutes, with good connections, is much more useful than an hourly bus to the UW. Restricting connecting service to only UW bound buses will make transit less attractive for many.

Look at existing service patterns. There is no UW-Kirkland service on weekends or after about 8pm weekdays. UW-Bellevue is only hourly evenings and Sundays. Who knows was UW-Redmond service will be. Better to provide good frequency service via 520 to downtown Seattle with a functioning stop at Montlake and transfers in all directions.

Given that the 520 bridge is a bus corridor, it must provide connectivity to Seattle destinations.

*These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.*

## I-167-001

The Montlake Freeway Transit Station stops were removed in all of the design options considered in the SDEIS, based on a decision making process that was part of Westside mediation. The mediation process was mandated by Engrossed Substitute Senate Bill 6099 and is described on pages 1-17 through 1-19 of the SDEIS. The mediation workgroup consisted of members from adjacent neighborhoods, transit agencies, jurisdictions, and State agencies. Removing the Montlake Freeway Transit Station would minimize the width of the freeway through the Montlake area, reducing the width by up to 40 feet compared to keeping the station. The mediation workgroup did not recommend any design options that included the Montlake Freeway Transit Station stops. See Attachment 8 to the SDEIS, Range of Alternatives and Options Evaluated, for further discussion of how and why removal of the stops was considered.

The Preferred Alternative includes removal of the Montlake Freeway Transit Station stops; however, it also includes a modified Montlake Boulevard interchange and lid. Modifications include a full lid from Montlake Boulevard to the Lake Washington shoreline, and bus stops on the lid for both eastbound and westbound buses (see Chapter 2 of the Final EIS for a description of the Preferred Alternative). The intent is to provide greater pedestrian amenity in the central part of the Montlake neighborhood while simultaneously providing a better location and environment for the regional bus stops incorporated in the transit/HOV direct access ramps (see Chapter 2 of the Final EIS). At the option of the transit agencies, SR 520 buses will be able to exit at the Montlake interchange during the off-peak periods to service passengers to/from the Montlake lid transit stop. University Link light-rail service, expected to be operational in 2016, will accommodate some of the trips that now use the bus stops. Chapter 8 of the Final Transportation Discipline Report (Attachment 7 to the Final EIS) provides further discussion of expected transit operations with the Preferred Alternative, including expected

transit travel times, rider connections, and how future transit would incorporate service currently provided at the stops.